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THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

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Parts Storage and Preservation, 16th Fighter Regiment

1. Each new aircraft part which arrived from the factory to the 16th Fighter Regiment in Line was "konzervovana" or "pickled". This meant that the part was dipped in pickling oil (konzisteneni tuk) to preserve it. After a certain period of time the pickling oil hardened and became light brown. Then the aircraft part was wrapped into a waterproof paper. Source said that he remembered having seen parts delivered from Russia (types of parts unknown to him) which were wrapped in a waterproof white cloth.
2. The 16th Fighter Regiment stored its aircraft parts with the 20th PRAPOR or the regiment's supporting unit at Line Airfield. The following aircraft parts were stored there, but Source did not know the quantity: landing gears assembly, brake lining, inner tubes, landing flaps, servo control, various reduction valves, exciter plugs, exciter relay junction box, hydraulic fluid tanks, accumulators, fuel nozzles, hydraulic tubes, fuel lines, oxygen and air lines, screws and cotter pins of various sizes, replacement parts for M-410 engines, and wing tip sections.
3. The main storage for the 3rd Fighter Division in Line was with the Air Technical Division - LETECKA TECHNICKA DIVISE (abbreviation LTD plus some number Source could not recall) at Zbiroh N 49-51, E 13-46. Spare engines were stored there. In November 1953 the 16th Fighter Regiment in Line received one new Czech made M-05 engine (M-05 engine was a MIG-15 or S-102 engine) from Prague [REDACTED] to go to Zbiroh to help "pickle" the engine [REDACTED]

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SECURITY INFORMATION

CONFIDENTIAL 25X1A
- 2 -

his orders were cancelled and he had to perform some other duty. Source said this engine was not pickled in the factory and the 16th Fighter Regiment had to do it in the following manner: the engine was turned over without using exciter plug, and instead of the fuel LRX-52 used in jet engines, oil LM-120 (without the stearic acid - kyselina stearova) was inducted into the fuel system. The oil filled the fuel system of the engine and the preservation process was considered complete when the oil began to squirt out of the exhaust outlet. This preservation of the engine was repeated every three months, then the engine was washed out and given the same treatment. This process was known as preserving the engine for a "long period of time".

Engine Parts From Motorlet

4. All engine parts were ordered from Motorlet factory in Prague-Jinonice. It usually took 14 or more days before the part was received. Until July 1953, all orders had to be made through the Corps of Engineers in Prague. This procedure was changed because of the length of time it required for the orders to go through, and since July 1953, parts were being ordered through the division engineer. Engine parts were ordered by manufacturer's number (vyrubni cislo).

Airframe Parts From Letnany

5. Airframe parts were ordered from the Rudy Letov factory in Prague-Letnany. Same procedure for ordering airframe parts was used as with engine parts. The Rudy Letov aircraft factory had a Repairs Section. It consisted of a team of aircraft repair mechanics who came directly to the various airfields when some parts required repairs during the guarantee time for the parts given by the factory. (Source learned by hearsay that usually one year or more was the parts guarantee time given by the factory). This team also came to the air base whenever a major repair on the airframe was required, even after the guarantee time. The team was headed and supervised by Frantisek DVORAK, 30 years old, tall, thin, blond; drunkard.
6. Each Czech factory had a "Tovarni Servis", i.e. a team of factory service mechanics, which was sent to any airbase to repair parts manufactured by the factory. This service was rendered only during the life of the guarantee period for that particular part. These teams also performed major repairs beyond the capabilities of the local mechanics.

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